

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Alabama and Vicksburg Railroad Depot
other names/site number Newton Railroad Depot

2. Location

street & number South Main Street N/A not for publication
city, town Newton N/A vicinity
state Mississippi code MS county Newton code 101 zip code 39345

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
			<u> </u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Kenneth H. P. Pool May 22, 1990
Signature of certifying official Date
Deputy State Historic Preservation Officer

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Entered in the
National Register
 See continuation sheet. 7/12/90

determined eligible for the National Register. See continuation sheet. Ailous Byrum

determined not eligible for the National Register. _____

removed from the National Register. _____

other, (explain:) _____ _____

for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
 TRANSPORTATION: Rail Related

Current Functions (enter categories from instructions)
 VACANT: Not in Use

7. Description

Architectural Classification
 (enter categories from instructions)

Materials (enter categories from instructions)

OTHER: Railroad Vernacular

foundation Concrete

walls Brick

roof Asphalt

other Granite belt course;

Wood purlins and knee braces

Describe present and historic physical appearance.

The Alabama and Vicksburg Railroad Depot in Newton is a one-story, two-by-eleven bay, rectangular (approximately 170'x28' in size), brick structure constructed in 1904. The exterior walls are divided into bays by brick pilasters, and a granite belt course trims the west elevation and the western half of the north and south elevations. The roof, which is gable-on-hip at the west end and gabled at the east end, has widely overhanging eaves supported by decorative knee braces (Photos 1, 2 & 7). Originally clad with ceramic tiles, the roof is now covered with asphalt shingles. Exposed purlins and round ventilators are visible in the gables, and the roof is trimmed with a corbelled brick cornice. Openings throughout the building are segmentally arched. The depot retains a high degree of integrity, with only minor alterations having been made. These alterations appear to be limited to the change in the roofing material, an extension of the roof overhang on the north elevation, and the removal of a wall in the western waiting room that originally separated the white waiting area from the black.

The main (west) facade is a symmetrical elevation divided into two bays by brick piers (Photo 1). Single-leaf entrances (a two-panel/six-light door to the north and a six-panel door to the east) crowned by transoms are at each end of this facade, and there are also two sets of paired four-over-four, double-hung windows.

The south elevation (Photos 2 & 7) features, from west to east, a boarded-over opening in the first bay; a boarded-over opening and a single-leaf, six-panel door crowned by a transom in the second bay; a projecting box bay containing two six-over-six, double-hung windows in the third bay; a single-leaf entrance and an eight-foot wide ground-level baggage door in the fourth bay; and eight-foot wide elevated sliding freight doors in bays five, seven, nine, and eleven. An elevated platform extends across the eastern seven bays and wraps around the east elevation, which has no window or door openings.

The interior of the depot is divided into six major areas, including two waiting rooms, an agent's office, a baggage room, and two large freight storage areas. The waiting rooms, agent's office and

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Continuation Sheet**

Alabama and Vicksburg Railroad Depot, Newton, Newton County, Mississippi

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baggage room have concrete floors, beaded board panelling, and chair rails, and the openings are surrounded by symmetrically moulded trim (Photo 3). The ticket window and counters are intact. The freight storage areas are elevated and feature wooden floors and brick walls (Photo 4).

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Commerce

1904-c. 1929

N/A

Transportation

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Alabama and Vicksburg Railroad Depot, locally significant in the areas of commerce and transportation (Criterion A), was constructed as a passenger and freight depot in 1904, a time in which Newton experienced significant growth. This growth, which increased the population of the city from 750 in 1904 to about 3,000 in 1906, was primarily caused by the completion in 1904-1905 of the Mobile, Jackson and Kansas City line from Mobile, through Newton, to as far north as Jackson, Tennessee (David Holt, Along the Line of the Mobile, Jackson and Kansas City R.R. [Mobile: Commercial Printing Co., c. 1907]). The opening of this north-south railway, which later became part of the GM&O Railroad, not only opened to development new timber lands near Newton but also resulted in a junction with the Alabama and Vicksburg Railroad--the major east-west railroad through Mississippi that had been completed in 1860--at Newton. This juncture made Newton the major transshipment point for lumber and cotton in its region and the most important town between Meridian and Jackson. It also allowed the city to enjoy a thriving economy--possessing telegraph, telephone, express, and banking facilities as early as 1907, as well as numerous manufacturing plants--until at least the late 1920s, when Mississippi's lumber industry began a significant decline (Dunbar Rowland, Mississippi, Vol. II [Atlanta: Southern Historical Publishing Association, 1907], p. 338).

The juncture of these two rail lines also provided the Alabama and Vicksburg Railroad the incentive to replace its old depot with the present brick structure. Other surviving, relatively intact small town railroad depots of the turn of the century include those at Brookhaven (1907), Magnolia (c. 1895), Ocean Springs (1907), and Pascagoula (1904), all individually listed in the National Register; and Hazlehurst (c. 1900). The depot at Newton is historically significant as the primary embodiment of the town's historical identity as a railroad town and of the railroad as the major economic factor in Newton's turn-of-the-century growth.

See continuation sheet

9. Major Bibliographical References

- Beard, Michael F., Mississippi Department of Archives and History. Unpublished letter to The Honorable Terry C. Burton, Mayor, City of Newton, February 5, 1990.
- Crowson, George N. "History of the Alabama and Vicksburg Railroad." The Newton Record, April 30, 1936, and condensed December 10, 1986.
- Holt, David. Along the Line of the Mobile, Jackson and Kansas City R.R. Mobile: Commercial Printing Co., c. 1907.
- Jackson. Mississippi Department of Archives and History. Subject File: Newton County.
- Rowland, Dunbar. Mississippi, Vol. II. Atlanta: Southern Historical Publishing Association, 1907.
- Williams, Nancy. History of Newton. Newton, MS: Newton Record, 1989.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreege of property 1.04 acres

UTM References

A

Zone Easting Northing

C

B

Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description Begin at the Southwest corner of Block 11 of Harrod's Plat of the Town of Newton, Newton County, MS, and run thence S 15° 40' W, 110.0 feet along the East right-of-way line of Main Street to a point on the North right-of-way line of Mid South Rail Corp.; thence S 73° 40' E, 411.82 feet along the East right-of-way line of Mid South Rail Corp.; thence N 15° 40' E, 110.0 feet; thence N. 73° 40'W, 411.82 feet to the point of beginning. The herein described property is situated in the SE1/4 of the NW1/4 of Section 34, T6N, R11E, City of Newton, Newton Co,MS See continuation sheet and contains 1.04 acres, more or less.

Boundary Justification Since the property is bounded by a city street on the west, the Midsouth Railroad on the south, and commercial areas on the east and north, the above-described parcel is all that could be reasonably purchased. These boundaries, however, include all of the building and grounds originally used as a railroad depot.

See continuation sheet

11. Form Prepared By

name/title Gary Matthews, Project Developer (edited by Brenda Rubach, MS Dept. of Archives and History)
organization East Central Planning & Dev. District date 3/22/90
street & number P. O. Box 499 telephone 683-2007
city or town Newton, state MS zip code 39345